





To-day's  
Advertisements.

VACUUM OIL COMPANY.

## NOTICE.

FROM 1st March and until further Notice  
Mr. E. H. STEWART will take charge  
of the Company's Affairs in this Colony.  
A. H. BOTTENHEIM,  
Manager.  
Hongkong, 28th February, 1900. [262b]



## GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown  
Land by Public Auction, to be held at the  
Office of the Public Works Department, on  
WEDNESDAY,  
the 7th day of March, 1900, at 3 P.M., are  
published for general information.  
By Command, I. H. MAY,  
Colonial Secretary's Office,  
Hongkong, 19th February, 1900. [260b]

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## Intimation.

A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORTS.

(For Invalids and General Use.)

B. VINTAGE, superior quality,  
Red Capsule.....\$14.40C. FINE OLD VINTAGE, super-  
ior quality, Black  
Seal Capsule.....16.20D. VERY FINE OLD VINTAGE  
extra superior, Violet  
Capsule (Old Bottled) 20.40Port after removal should be rested  
for a month before use. Wine re-  
quired for drinking at once should be  
ordered to be decanted at the Dis-  
pensary before being sent out.  
These Wines are too favourably  
known to need comment.Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.A. S. WATSON & CO. LIMITED,  
THE HONGKONG DISPENSARY.

## BIRTH.

On the 24th February, at No. 12, Minghong  
Road, the wife of S. A. DE SOUZA, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 28, 1900.

## NOTES AND COMMENTS.

## THE WAR.

CROXIE is the first news of a really decisive  
success for the British arms. Hitherto we  
may have scored a victory but it has not been  
of such a nature as to have any effect upon  
the ultimate result of the war, but the capture  
of Croxie may be looked upon as the  
beginning of the end. "We do not mean  
to say that we have inflicted a crushing  
blow upon the Boers which will  
enable them to sue for peace immediately,  
but still, the tide of fortune has changed, we  
have at last commenced to advance in real  
earnest and a British advance, with "Our  
Boys" at its head, requires an immense  
amount of checking. It may be that the  
Free Staters will now sue for peace and so  
we shall have only the one Republic to  
subdue, but this will not mean that fighting  
is at an end. The Transvaals are ap-  
parently determined to fight to the death  
and fight they will. We may expect  
to see a stubborn resistance made and a  
good fight put up the whole way to Pretoria,  
before which place we shall probably have to  
"sit down," as it is reported to be so well  
defended as to be practically impregnable.Yet, despite the great amount of work  
to be accomplished, it cannot be ad-  
mitted that Croxie's surrender is a grand  
triumph for us. It was one of the moving  
spirits of the war, was probably the best  
general that the Boers possessed, for  
even if his acts were the outcome of  
the advice of others we shall admit that  
he had the power to grasp and act upon  
such suggestions, and it is not every general  
who can put forward the same claim. His  
masterly retreat, whether the outcome of his  
own brain or of another's, must dwell in the  
minds of everyone as one of the crowning  
strategic acts of the war and his sturdy  
courage must appeal to all. Had he may  
have been, and even treacherous on oc-  
casion, but we must not forget that  
when brought to bay and surrounded by  
overwhelming odds, he put up a game fight  
and only surrendered when further resistance  
would have meant the utter annihilation  
of his force. Croxie has proved a worthy  
foe; let us hope that when the extra two  
days of red have been added to the map he  
will prove to be as worthy a friend!

## THE ROYAL WELSH FUSILIERS.

It will be noticed that amongst the names  
of officers killed in the fighting in Natal from  
the 20th to the 24th instant appear those  
of two officers of the Royal Welsh Fusiliers,  
Colonel THOROLD and Lieutenant STENING.  
Colonel THOROLD had seen about  
twenty-five years' service, most of his time  
having been put in in England, where he  
at one time held the post of adjutant  
to a volunteer battalion. Next month  
he would have completed his four years'  
service in command of the regiment and  
would have been retired in the ordinary  
course of events, but fate has decreed  
otherwise and he has met a soldier's death  
and fills a grave on the lonely veldt—a fit-  
ting end for a soldier. He was noted for his  
knowledge of military tactics and it is said  
that it is due to his careful handling of the  
regiment that the casualties have been so  
small during the campaign. He was station-  
ed in India for a short time, but the presentwar was his first opportunity of showing his  
 prowess in active service. He has died for  
his country—no man can do more.By the death of Colonel THOROLD Major  
MORRIS steps into the vacancy and assumes  
the command of the regiment. While  
deploring the death of his predecessor, we  
congratulate him upon his step and the  
prospect of shortly being called to the front.  
Lieutenant STENING was well-known in  
Hongkong, having been here with his  
regiment for some four months. Coming of  
a good English family, tall handsome and  
considerate to all and everyone with whom  
he came in contact, he was popular both in  
society and amongst the men of the regiment.  
He was a first rate polo player and no mean  
amateur actor and his loss will be greatly  
regretted. He had a brilliant future before  
him and it is pitiful to think that his career  
has been cut short by death.

## REUTER'S TELEGRAMS.

## THE WAR.

## General Buller's Advance.

LONDON, February 26th.

The Times Correspondent at Colenso,  
24th instant, says that General Buller is  
in two miles of being in touch with Lady-  
smith but that this is the hardest part of the  
advance and he expects very severe fighting.

## The Orange Free State.

It is stated at Pretoria that President  
Steyn has wired President Kruger that the  
Free Staters refuse to continue fighting and  
urges immediate overtures for peace.

## Casualties.

General Buller's casualties among officers  
from 20th to 24th instant are as follows:  
Killed—Colonel Thackeray, Major Sanders,  
and Lieut. Stuart of the Inniskillings. Major  
Sitwell of the Dublins. Lieut. Maitland  
of the Gordons. Colonel Thorold and Lieut.  
Stebbing of the Welsh Fusiliers.

Wounded—34, and missing 1.

HONGKONG VOLUNTEER "GAZETTE" SERVICE.

## Commandant Cronje's Surrender.

LONDON, February 27th.

Lord Roberts in his despatch said that he  
hoped Her Majesty's Government would  
consider the victory over Commandant  
Cronje satisfactory, occurring as it did on  
the anniversary of Majuba. The Queen  
received the news with great joy and cabled  
her congratulations to Lord Roberts. Tele-  
grams from all parts of the country testify  
to the general rejoicing. All prisoners have  
been sent to Modder River, from thence they  
will proceed in batches to Capetown.

Casualties at Paardeberg 18th inst. 710.

## WEATHER REPORT.

The Observatory report says—  
On the 28th at 11.55 a.m. the barometer is  
falling again over China. The highest pressure  
seems to be now lying over Corea. Gradients  
moderate with fresh monsoon in S. China,  
slight with moderate monsoon in the N. part of  
the China Sea. FORECAST—Fresh E. winds;  
some drizzling rain or mist.

## LOCAL AND GENERAL.

The departure of the P. M. S. S. Co.'s steamer  
Alcoa, for San Francisco, via Moji, Kobe and  
Yokohama, is postponed to Tuesday, the 13th  
March at noon.For some time there has been talk in Bangkok  
of establishing an Amateur Dramatic Club  
there but no steps have been taken towards  
doing so as yet.A CRAYON sketch of the late Mr. Delfino de  
Noronha, and a descriptive article of his life  
and work, appear in the Portuguese paper O  
Povo of the 24th inst., published in Hongkong.Mrs. Archibald Little has been on a visit to  
Canton and has had an interview with H.E. Li  
Hung-chang on the subject of footbinding.  
The Viceroy quite agreed with Mrs. Little  
on the ante-footbinding subject.The Crown Prince of Japan's wedding is to  
take place about the 12th May next. Previous  
to this event, a grand ball will be given, to  
which over 1,000 foreign and Japanese guests  
will be invited.The steamship Alton which is lying at  
Wanchai discharging coal from Cardiff, had a  
serious accident on board last Monday. A  
young fellow named Percival Davis, a Welsh-  
man, who was out here on his first voyage as a  
sailor, was working between decks, when he  
slipped and fell into the hold some 18 feet,  
and was killed almost immediately. His body was  
afterwards removed to the Mortuary.A MEETING of the Sanitary Board will be held  
tomorrow, at 4.15 p.m.

## ORDERS OF THE DAY.

1. Adjourned discussion of a draft scheme for  
a Trust Corporation for the Sanitary Improve-  
ment of the City of Victoria, drawn up by a  
Select Committee of the Board, appointed for  
that purpose on Thursday, the 7th day of  
December, 1899; also a copy of the Bombay  
Improvement Act of 1899.2. Proposed alteration to law governing pro-  
secutions for breaches of bye-laws made under  
section 13 of Ordinance No. 24 of 1897.3. Despatch from the Secretary of State on  
the question of the extermination of rats.

## AGENDA.

1. Correspondence re Powers to arrest in  
cases of Nuisances.2. An application for exemption from con-  
creting certain ground surfaces at Des Vaux  
Villas.

3. Applications for licences to keep swine.

4. Further return of the progress of Bubonic  
Plague at Bombay City for the period 16th to  
20th January, 1900.5. Results of cases of Bubonic Plague at  
Kobe, Japan.6. Mortality Returns from Macao for the  
weeks ended 4th and 11th February, 1900.7. Mortality Statistics for this Colony for the  
weeks ended 10th, 17th and 24th February, 1900.A CASE of plague having occurred in New  
Zealand, the authorities have decided to declare  
Sydney an infected port without the necessary  
quarantine, but the inspection on-board the  
steamers is to be of the strictest.YESTERDAY afternoon Mrs. Little gave another  
of her interesting lectures to the boys of Queen's  
College. His Lordship the Bishop of Victoria  
took the chair and the Rev. T. W. Pearce in-  
terpreted. The following ladies were present:  
—Mrs. Sieb, Mrs. Hamilton Sharp, Mrs. Bates-  
on Wright, Mrs. Pearce and Mrs. Glover. At  
the conclusion of the lecture Mrs. Little asked  
the scholars, of whom there were about 400 pre-  
sent, each to take one of her pamphlets and to  
sign the roll to show their willingness to oppose  
the custom of binding Chinese women's feet.The Fukuchiki Maru, which was bought from  
England by the Japanese Naval Depart-  
ment at the time of the war with China, was  
chartered to the Osaka Shosen Kaisha after the  
conclusion of the war and has since then been  
running on the company's Formosan line. The  
Fukuchiki Maru is of 2,538 tons and 1,663  
reg. tons and was built by G. S. Swan & Hunter  
at Newcastle-on-Tyne in 1885. The vessel  
was originally one of the Shire steamers and  
was known by the name of Denbighshire.The installation meeting of the Phoenix  
Chapter of Sovereign Princes Rose Croix  
of H. R. E. M. No. 17 A and A Scottish Rite  
was held in the Masonic Hall on Shore Tuesday,  
the 27th inst. when the following officers  
were duly elected and installed for the ensuing  
year—M. W. Sov. Sir Knight Ugo Nervegna.  
J. P. M. W. Sov. W. Palmer.  
Dep. M. W. Sov. J. J. Andrew.  
High Priest J. B. Bridger.  
Senior Warden J. G. B. B. B.  
Junior Warden J. J. Andrew.  
Treasurer Geo. A. Watkins.  
Sec. J. J. Andrew.  
Chancellor J. J. Andrew.  
Inner Guard J. J. Andrew.  
Standard Bearer J. J. Andrew.  
Steward J. J. Andrew.  
Zephyr J. J. Andrew.

CHINA-BORNEO COMPANY, LTD.

The first ordinary yearly meeting of share-  
holders of the China-Borneo Company, Ltd.,  
was held to-day at the offices of the Company,  
No. 4 Queen's Buildings, Mr. A. G. Wood  
(residing). The other gentlemen present were:  
—Hon. C. P. Chater, C.M.G., and Mr. B. Osborne  
(Consulting Engineer). Messrs. J. Wheeler,  
Manager; Geo. Murray Bain, H. D. Dalrymple,  
and W. H. Wickham.The Chairman said—The Report and Ac-  
counts have been in your hands for some  
days and with your permission we will take  
them as read. At this first meeting of the Re-  
constituted Company I have much pleasure in  
congratulating the shareholders on the success-  
ful fresh start the company is



## THE INDIAN FAMINE.

SPECIAL TELEGRAM FROM THE VICEROY.

His Excellency the Governor has received the following telegram from the Viceroy of India:—

"During last Indian famine your Colony subscribed generously. Much worse famine now, 45 million people on relief, help urgently needed. Can you give any?"

"VICEROY."

[With reference to the foregoing His Excellency earnestly appeals to the generosity of the Hongkong public to afford such relief as is in their power to our suffering fellow-subjects in India, who are the victims of an unparalleled famine. Subscriptions will be received by Sir Thomas Jackson who has kindly consented to act as Honorary Secretary and Treasurer.

SUNDAY, P.S. &amp; A.D.C.

## SOUTH AFRICAN WAR.

"SAILORS AND SOLDIERS' FAMILIES' FUND."

The Undersigned begs to acknowledge with thanks receipt of the following subscriptions to the above Fund.

T. JACKSON, Hon. Treasurer.

Further subscriptions will be thankfully received.

Already acknowledged	\$97,579.09
Hongkong Government	5,000
Commander-in-Chief, Officers & Men	
H.M.S. Centurion	1,294.75
J. F. Reece	100
A. Ahwee	50
Tansan, J. C. W.	50
Stag Hotel	20
Mrs. A. Melhuish	20
C. C. B.	15
F. Brown, Fenchow	15
J. F. Large	5
H. Knight	5
Tamson & Watson Subscriptions	5
(Further)	
E. H. Low	55.15
R. de B. Layard	55.15
F. S.	50
F. Ashton	50
Thomas Harrington	33.71
G. L. Mackay	31.20
J. M. Tai	27.77
An American	27.62
Paul Schabert	25.80
E. E. Andrus	25.80
C. H. H.	20
Isabel Layard	20
	\$149,563.14

## IMPERIAL DECREE.

1st February.

VICEROY CHANG RECEIVES A SNUR.

We have received a joint memorial from Chang Chih-tung, Viceroy of Hunan and Hupéi, and Yu Yin-lin, Governor of Hupéi, with reference to our command last year that "Viceroys and Governors of provinces shall make all possible haste to investigate the Customs, Salt, and Land departments within their jurisdictions and find out what perquisites have been withheld from the Government, and also what economies should be observed in order to divert the money saved into the Imperial Exchequer." The joint memorialists declare that after careful investigation into these three departments, in Hupéi province, and an attempted reorganization of the land taxes and tribute rice departments they find that nothing more can be expected from them, as they have already been made to give up all their superfluous revenues. They also complain that the Board of Revenue has of late years made so many extra claims upon the provincial revenues that now, even with the greatest economy, they find it most difficult to carry out the regular government work nor have they any surplus now to fall back upon whenever the exigencies of the time demand extra expenses. Finally, after careful deliberation the joint memorialists find that all they can, therefore, do is that the Viceroy shall contribute Tls. 2,000 and the Governor and his civil subordinates, conjointly, Tls. 7,000 annually, which they beg the Throne to accept as a contribution from Hupéi province, etc.

Now, owing to the difficulty of obtaining sufficient money for Imperial expenses which the present crisis demands of us, we commanded our Viceroys and Governors to probe the various departments under them to find out what sums had been pocketed by the subordinates which rightly should have gone into the Imperial Exchequer in order to stop dishonesty and fraud and also to prevent dishonest officials from fattening upon the masses. We had no desire that these Viceroys and Governors should scrape from the people for these sums to satisfy the Imperial Exchequer. We simply claimed our right: If there are actually no perquisites or surplus to divert into the proper exchequer the duty of the said Viceroys and Governors should be to say so in so many words and not seek to make up in a roundabout way. Yesterday Yu Ch'ang, Governor of Hunan, on behalf of himself and his subordinates offered to contribute annually Tls. 10,000 to the Imperial Exchequer, a sum from their own pockets, and not the result of perquisites, etc. But as this money would necessarily be taken from the masses, who would thereby suffer, we must decline this money. To return, however, to Chang Chih-tung, he must remember that with his numerous schemes he has during his many years Viceroyship expended myriads of taels belonging to the Imperial Exchequer; does he then wish us to believe that, in all Hupéi, he cannot find a single instance of dishonest appropriation of the funds or illegal taxing of the people for the sole benefit of the officials? Let us have the effrontery to offer a few thousand taels as a "contribution"—as we required such "contributions." We hereby command that both Chang Chih-tung and Yu Yin-lin be sternly reprimanded for their conduct and informed that we refuse their money. In future if the said Viceroy or Governor have anything really important to report to the Throne or communicate with other officials they may use the telegraph lines to do so, but they must be sparing of their words; they are hereby forbidden for the future to telegraph long and prosy dispatches, which may usually be sent by courier, and thus economize a large amount in this respect.

4th February.

THE EDUCATION OF THE HEIR-APPARENT.

In a former decree we appointed Ch'ung Yi (Emperor Tung Chih's father) to be Grand Tutor of the Heir-Apparent within the Palace, and further commanded the Grand Secretary, Hsu Tung, (Chinese Bannerman), to be constantly on hand to give his assistance in the education of the Prince. As the Heir-Apparent, however, is just commencing his studies it is most important in such a crisis to have younger tutors on hand to oversee his primary studies and we, therefore, hereby command the said Ch'ung Yi and Hsu Tung to

## NORTH-WESTERN SHANTUNG.

February, 6th.

THE SITUATION.

In this province is disquieting to all friends of China. It was confidently expected when Yuan Shih-kai took over the reins that his well-known firmness and ability would be manifested almost before he had time to get into office at all. Everything has turned out like a morning dream. Proclamations have been issued in abundance not from the Governor only but from Taotais and military men of sundry ranks. The phraseology of these productions leaves nothing to be desired, unless it might be a little external carrying out of their terms into action. A booklet written by the district magistrate of the Chihlihsan country on the edge of Chihlihsan has been circulated all over the province as a warning to the multitudes. It contains an elaborate history of uprisings like the present Boxer and Boxer Rebels for many generations past, in which it is demonstrated that all that went into these enterprises sooner or later were extinguished. But the display of this brochure has a very exacerbating effect on the Boxer fever, and only makes them what their swords the faster and the sharper.

PEKING THE FOUNTAIN OF TROUBLE.

It is now as certain as anything can be which no one can prove, that the *indus* of all the trouble has been in Peking. The boast that there were "Secret Orders" for the formation of the *I Ho Ch'uan* of which we used to hear last summer when it was in its cradle, seems to be substantiated by the June-faced edicts issued by Her Majesty, which were preceded by a secret order to Yuan Shih-kai to beware how he provoked the people. Every Chinese knows that things are not only not what they seem but not what they say, and especially in Imperial proclamations and edicts. Accordingly, the phrases issued have begun all over the fires. The local magistrates did nothing before. They have done much less now. "Foreign Bureau" in Chinan has begun to operate as a complete Circumlocution Office, to the blocking of business. For instance, when specific changes are seen in the names of the individuals, the names (in full) with residence of the individuals, alleged to have committed the objectionable acts. If any of the names are wrong—and these individuals are a mere bundle of aliases—then "there is no such person," and besides, there must be proof that the persons actually did the acts in person. If all these are not forthcoming, then the accusation is "mere waste paper." In other and better days it was sufficient to report a robbery and the magistrates tried to bestir themselves to find out who did it, and catch them. Now the persons plundered must undertake a new branch of industry and keep directories of all the names and addresses of the individuals, and recent photographs of them all, to be compared with the originals when the footing of one's place is investigated. These comparisons should be fortified with a bundle of affidavits of the best-known men for reference, and the case will then be looked into.

THE RESULT.

Of leaving almost all the leaders untroubled is that they have grown bold, and now defiant. Those that have been arrested and discharged are demanding "exemplary damages" for unlawful detention, and expect to take it out of the poor Christians who presumptively accused them. The result is such a reign of terror as we have not seen except in the earlier stages of this rising. There is a profound and a universal conviction that the able and accomplished Yu Hsien, under whose kind patronage this rebellion was hatched and nursed, is to return to be the Governor of the province. This we hear everywhere. Now in a long experience was any item of public news so universally diffused? The mere rumour has made the western part of the whole province a shop on fire with hatches temporarily battered down. When Yu comes they will be raised and the destructive conflagration will have begun. Some of the Christians have been notified by *yamen*-runners, accompanied by the local constable, that there is to be an impressment of six hundred carts to deport all foreigners at once to the seacoast. Those who "follow foreigners" are also to be sent away and not allowed to live on Chinese soil any more unless they promptly recant, and the district magistrate is represented as demanding an early reply.

IT IS WIDELY BELIEVED.

That Yuan Shih-kai has been bought over by foreign money, and that his proclamations are therefore "fictitious." In a recent case a leader of a village where there is a dangerous camp of Boxers, told his townsmen this, and in a short time the proclamation was in shreds. The book of cases mentioned above he has suppressed altogether. All the magistrates that we hear of have adopted the happy plan of having all the leading men certify that the *I Ho Ch'uan* is non-existent in their village at present, under penalty of being themselves arrested in case anything turns out to be wrong. But how should they believe this particular falsehood more than the innumerable others with which they have been familiar since the movement began? So they all with one accord give the desired written proof, which is then sent on to the capital. To the complaint that the outbreaks continue, that the camps still by night all the time, there is the conclusive reply that there are no camps nor official report on file. We see no reason to modify the previous long-fermed, often-confirmed, and now more than ever self-evident conclusion that unless something is soon done to stop this great and dangerous movement it will drive every foreigner in North China out of the empire, an end for which it has been consistently and deliberately fostered.—N. C. D. News.

## LAWLESSNESS AT FOOTUNG.

SHANGHAI, February 23rd.

The *Rejo de Chine* has a story of a fight between the brigands of Footung and a party of peasants, in which the brigands had decidedly the worst. From the statement in our contemporary it appears that a rich Chinese farmer in Ne-wei declined to be blackmailed by the Footung desperadoes, and they called to their assistance a band of other ruffians, said to belong to Shanghai and Hongkew. The farmer, however, had been warned, and he proceeded to collect a party of peasants, who, armed with agricultural implements, went to meet the brigands. These latter were armed with guns, revolvers and knives, but the peasants, waiting till the ammunition of the robbers was exhausted, rushed on the band, and a fierce fight ensued in which ten of the robbers were killed and three mortally wounded. Mr. Mo, the farmer, sent the bodies of the killed along with the wounded in a junk, under the guard of the victorious peasants, to the sub-prefect of Ni-wei, in whose jurisdiction the affair took place, and the Magistrate praised the victors for their conduct, distributed some firearms amongst them, and gave them a guard of 50 soldiers. Everything is said now to be quiet in the district.—*Mercury*.

## ACCIDENT TO THE SULTAN OF JOHORE.

SINGAPORE, 20th February.

A rather serious accident happened yesterday evening to H. H. the Sultan of Johore. He had been taking part in a game of polo on the Tyersall ground, and about half-past six got into his trap to proceed to his residence. The horse immediately began to turn restive, and the Sultan got out of the trap to try and pacify the animal. He was standing close to the horse when it reared up, and one of his hands struck the Sultan on the head; before he had time to get clear, he was struck a second time. Assistance was at once forthcoming, and as the injuries were rather severe, His Highness was conveyed to Dr. Galloway's residence in Orchard Road and it was found he had sustained a nasty scalp wound, and cuts on the right cheek and the lips. After being medically treated, His Highness was taken back to Tyersall, Dr. Galloway remaining in attendance some time.

This morning we are informed that His Highness will have to keep his bed for several days, but unless complications ensue, no apprehension need be felt.—*Star*.

## SCENES IN NORTH CHINA.

THE INDUSTRY OF SHANGHAI.

At the present the main gateway of China is Shanghai, and a very fine city it is, remarks Mr. Charles E. D. Black, in an article entitled "A Trip to Northern China," in the *Western Review*. It is fifty-five years ago that it was opened to foreign trade, and since then its development has been rapid. But it was always the principal port in this part. Some two thousand years ago Chinan, now some thirty miles inland, owing to the silting up of the river, was the chief harbour, and, curiously enough, at a much later period, Defoe makes Robinson Crusoe land at "Quinchang," as he calls it, before his visit to Nanjing. It was about thirty-five years after the Nanjing quest that the Chinese removed the Custom-house to Shanghai, and the advent of the British seven hundred years afterwards gave a great impulse to trade. The foundation of this great development was the creation of a foreign settlement, where the European merchants could establish their houses of business, or, in other words, where they could live. When Captain Balfour, the British Consul in these days, suggested that roads of a respectable width should be laid out in the new settlement, this was overruled by a Mr. McDonald, who said that the residents were not likely to want roads, and that all that was required were passage ways down to the jetty, wide enough for two chests of tea to pass at once. Nowadays the broad, tree-lined street, running parallel to the river, is a beautifully macadamized wide road, with side pavements electric lights, and flanked by a succession of palatial houses on the land side, and a hanging belt of public gardens and lawns on the other, bordering the highest and swami waters of the Whangpoo River. There is a majestic cathedral, a fine commodious club, a plethora of post-offices, one for each of the chief foreign nations, and any number of shops. The largest and handsomest of these are European but many of the Chinese shops, though less important-looking, do a very large trade, particularly in silks and carriages. The streets are all crowded in the daytime, and carriages, jinrikishas, sedan chairs, wheelbarrows, sometimes carrying half a dozen Chinese girls apiece, file along the Bund and the side streets in never-ending procession. The sedan-chair and the wheelbarrow are old Chinese institutions, the carriages and the jinrikishas are importations from Europe and Japan respectively, but nevertheless the Chinese upper and middle classes have taken very kindly to them, and patronize them freely. The slow old wheelbarrow is a very cheap mode of conveyance, and suits the lower classes.

A very characteristic sight is the tall Sikh policeman, with his dog-eared turban and crimson tunic. These have been introduced into the British settlement from India, and this certainly gratifying to see this British emblem of law and order. If you walk along the Bund as far as the French concession, you find your self in a different scene. The names of the streets are all French, inscribed on those blue enamelled plates that you see at the street corners in Paris. The industries of Shanghai are very important. Besides the purely local trades such as printing, baking, ice-making, the supply of gas, electric light, water, tea, and such semi-local businesses as furniture-making and carriage-building, several manufactures are to be found whose products are intended to compete with those of the world at large. Among these are shipbuilding yards, silk filatures, cotton spinning, and weaving mills, paper mills, match factories, photographic works, and works for the manufacture of various materials. All these industries benefit the nation materially. There are believed to be 20,000 women engaged in the work of preparing raw feathers for export, in cleaning cotton and silk, and in making lucifer matches and cigarettes, while from the schools of Shanghai there now proceeds a perpetual stream of English-speaking candidates for posts in the Telegraph, Customs, and Naval services of the Chinese Government.

Wherever two or three Englishmen are gathered together they will always find sport, so it will be no surprise to learn that the Race Club at Shanghai was formed about forty-five years ago. The stadium of the Chinese professional gamblers is the official standard being ten stone for twelve hands, and three pounds for every inch above, and the high scale of weights must be maintained in consequence of so few amateur jockeys being able to ride under it. In the early days the ponies all came from Mongolia, several hundred at a time, but now they come in small lots from Tientsin and Chinkiang by boat, and are sold by auction, the prices averaging anything between £3 and £50. Unlike the English race-horse, these ponies have no pedigree, and seldom arrive until they are at least seven years old, so a purchaser has little to go by except shape.

Besides horse-racing, boating is a very favourite sport in Shanghai and eight-oars may often be seen practising on the Whangpoo River. Last May we witnessed the boat races, which attracted a goodly crowd of sightseers to Sampson House, as the headquarters of the club are called. It was just about the time that some of our Continental friends were making themselves a little obnoxious over our China policy, and I could not help thinking that an interesting photograph might have been taken of the five or six hundred Englishmen grouped on the bank of the river, in their flannels and caps, looking on at the Chinese rowers, some of the European press were at that time for bundling deck and crop out of China.

Speaking of Peking, the writer says that one of its curious features is the extraordinary shop-signs and trade advertisements. Mr. Simpson, who visited it about twenty-five years ago, remarks on the passion of the Chinese for advertising. With its biscuit manufacturers, it is the name of their firm on the biscuits; the Chinese go so far as to mark bins with the

name of the baker stamped on in red colour, and a roast duck which a man was carrying home had a large red stamp marked on it. This, I think, might supply a hint to some of our legislators who, in discussing the practicability of stamping the place of origin on goods, declared that you could not mark a rump-steak. Mr. Simpson gives a list of signboards which display a strange mixture of poetry and shop: "Tea Shop of Celestial Principles," "Good and just according to Heaven," "The Honest Tea Shop of Li," "The Steel Shop of the Pock-marked Wang," and an oil and wine establishment is the "Neighbourhood of Chief Beauty." An opinion given was somewhat inappropriately labelled "The Thrice Righteous," and a restaurant was styled "The Mutton Shop of Morning Twilight."

## HOW A TRUST WAS FORMED.

JUGGLING WITH MILLIONS.

The Washington correspondent of the *Chicago Post* gives Mr. John W. Gates' account of how the American Steel and Wire Consolidation with a capital of 90,000,000 gold dollars, was formed, a story of considerable interest as illustrating American millionaire business methods. The story, says this correspondent, was not told in a boasting spirit, but the recital was nevertheless one of lively interest as illustrating the whirlwind methods employed in organizing a gigantic enterprise and getting it under way. Mr. Gates and Col. Elwood had realized a "bunch of millions" out of Federal steel, and the former had laid his plans for a trip around the world with his wife. One day while sitting in his office in Chicago chatting with Col. Elwood, he was called upon by the telephone by an acquaintance in Pittsburg, advising him that the owners of a big wire-milling company had fallen out among themselves and would sell. "If you want to make a trade, bring on 100,000 dollars, and I think you can get the property," said the man at the other end of the wire. Inasmuch as the mills were worth at least 2,000,000 dollars, the temptation was strong to buy them. The two millionaires who had just laid down business cards concluded to take the property "for a flyer."

The next evening they were in Pittsburg, and simply registered in the Gates hotel case was a carded cheque for 100,000 dollars. They had an all-night session with the owners of the wire mills, and at five o'clock in the morning they had the property and the former stockholders carried off the big cheque. The party repaired to the Duquesne club for refreshments. There they met the proprietor of a big wire mill up the State, and to him the story of the night was told.

"If you fellows have money to burn you'd better buy my mills," he said belligerently. "What will you take for them?" responded Mr. Gates.

"Nine hundred thousand dollars," was the answer. "It's a go," said Mr. Gates quick as lightning, and a deal involving nearly 1,000,000 dollars, was closed in less than 60 seconds. The two Chicago men commended briefly and Col. Elwood remarked: "John, if we are going into the wire business we must have a base of supplies. Better see if we can't buy the Cleveland rolling mills."

Taking the first train out of Pittsburg they proceeded as fast as steam could take them to the city on the lake. That evening they broke in on the owner with the blunt statement that they had come to buy his property, which included rolling mills, steamships, docks, iron and coal mines, etc. "But I don't want to sell," he protested. "Sell," he said hesitatingly, "I would like to hear your proposition. What are you prepared to offer?"

"Five million dollars cash," was the reply. And then Mr. Gates added: "Five million dollars is a big bunch of money. Better think it over."

"I want more money," expostulated the Cleveland man. "We will give you 5,000,000 dollars and not a dollar more."

The gentleman met later in the evening and before midnight the trade was closed, the old owners stepping out and the new stepping in. The "cleaning up" yielded 2,500,000 dollars in cash, so that the property really cost Gates and Elwood about 2,500,000 dollars. It was worth from 7,000,000 dollars to 8,000,000 dollars, without the cash. The next morning the *Chicagoist Enquirer* had the story of the Pittsburg deal, and the telegraph brought an offer of some valuable wire plants in and near that city. Mr. Gates repaired at once to Cincinnati and Col. Elwood hastened East to negotiate for valuable plants in Massachusetts. Forty-eight hours later they met in New York, and on comparing notes found they had invested 12,000,000 dollars of their cash in wire-plants. All that happened during the week between Christmas, 1898, and the New Year, 1899.

"It looks as though we were in the business," said Mr. Gates. "A fair nucleus," responded Col. Elwood. "Let us go home."

They cannot have to Chicago, and in less than another week arrangements were practically consummated for the giant consolidation known as the American Steel and Wire—capital 90,000,000 golds. January 18, or a little over three weeks from the date of that telephone conversation between Chicago and Pittsburg, the constituent properties were duly turned in and the steel and wire stock was distributed according to arrangement. This, in brief, is the inside history of one of the "lightning" deals for its magnitude ever negotiated.

## SHIPPING REPORTS.

Captain F. Schultz, of the steamship *Longwood*, from Shanghai, reports—Fine clear weather, light easterly wind and calm from Shanghai to Chapel Island; from Chapel Island to port foggy weather, and strong E.N.E. wind.

Captain W. Passmore, of the steamship *Thales*, from Coast Ports, reports—Taiwan to Amoy light variable winds, smooth sea and hazy; Amoy to Swatow same weather; Swatow to port strong and increasing N.E. breeze, high sea, overcast and dull. Vessels in Amoy—*Wanchow*, and *Westphalia*. In Swatow—*Chihli*, *Sishan*, *Trym*, and *Dr. Hans Jurg Kiar*.

## NOTANDA.

CALENDAR.

FEBRUARY.		
Meteorological means based on fifteen years' observations to 1896.		
Barometer	29.141	
Thermometer	57.3	
Humidity	79.0	
Rainfall	7.76	
TO-DAY.		
WEATHER REPORT.		
Barometer	30.09	30.00
Thermometer	60	61
Humidity	89	88
Rainfall	0.03	
TO-DAY.		
Wednesday, 28th February, 1900.		
Chinese—28th of 1st moon of 26th year of Kwang-shi.		

Sun—Rises	6hr. 24min.
Set	6hr. 24min.
High water—Morning	5hr. 42min.
Afternoon	5hr. 7min.
Low water—Morning	2hr. 15min.
Afternoon	1hr. 27min.

ANNIVERSARIES.

1851—Pitched battle in Aberdeen Bay, Hongkong, between pirate junks and Chinese gunboats.

1876—Capture of the Sulu capital by the Spaniards.

TO-MORROW.

Thursday, 1st March, 1900.

Chinese—1st of 2nd moon of 26th year of Kwang-shi.

Sun—Rises 6hr. 23min.

Set 6hr. 23min.

High water—Morning 5hr. 40min.

Afternoon 5hr. 57min.

Low water—Morning 2hr. 20min.

Afternoon 1hr. 28min.

ANNIVERSARIES.

1842—Surrender of Gumbie by Lieut.-Col. Palmer.

1862—Public Meeting decided to establish a Volunteer Corps.

1871—The German Army entered Paris.

1885—Bombardment of Chinese forts by French men-of-war.

1886—Chinese gunboat *Sui-tsin* lost off Nanchow.

1897—Gold Standard adopted by Japan.

1898—Chinese contract loan for £10,000,000 completed.

AGENDA.

TO-DAY.

Ash Wednesday.

6 for 7 p.m.—Band practice.

TO-MORROW.

Diocesan School, Term Commencement.

Cargo ex *Shanghai* subject to rent.

Noon—Hongkong Fire Insurance Co. Ltd.

Thirty-first Ordinary Annual meeting at Jardine, Matheson & Co.'s offices.

3 p.m.—Creggan's sold by auction by Mr. H. M. Mody, at Messrs. Sassoon & Co.'s offices.

3 p.m.—Meeting of the Legislative Council.

H.K.V.C. ORDERS.

5.30 p.m.—Trumpeters Class.

5.30 p.m.—A. J. D. and C. Co.'s Company Drill at Head Quarters.

8.30 for 9 p.m.—Regular Meeting of the Zealand Lodge.

FRIDAY, 2nd.

Noon—N. Y. K. steamer *Atsuta Maru*, leaves for Bombay via Colombo.

3 p.m.—Messrs. D. Sassoon & Co.'s steamer *Catherine Ahear*, leaves for Calcutta.

I. C. S. N. steamer *Yungwang*, leaves for Manila.

C. N. steamer *Singapore*, leaves for Manila.

H.K.V.C. ORDERS.

5.30 p.m.—F. B. Company Drill, under the Adjutant, at Head Quarters.

SATURDAY, 3rd.

The P. M. S. S. Co.'s call of \$1 to bear interest.

Noon—P. & O. steamer *Clyde*, with mails, leaves for Europe.

C. & M. steamer *Diamond*, leaves for Manila.

3 p.m.—The British India S. N. Co.'s steamer *Cometa*, leaves for Rangoon.

English mail from Europe due.

9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.

H.K.V.C. ORDERS.

3 p.m.—Commandant's Parade. All members should endeavour to attend. Rehearsal for General's Inspection of Corps.

SUNDAY, 4th.

Cargo ex *Java* subject to rent.

MONDAY, 5th.

Noon—C. N. steamer *Changsha*, leaves for Australia.

Noon—Hongkong and Kowloon Wharf and Godown Co. Ltd. Meeting of shareholders, at Company's offices.

(About) S. T. & Co.'s steamer *Alorcan*, leaves for New York.

9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.

TUESDAY, 6th.

O. S. steamer *Sarpaton*, leaves for London.

WEDNESDAY, 7th.

C. N. steamer *Alorcan*, leaves for Tientsin.

O. S. steamer *Alorcan*, leaves for Liverpool (direct).

Extraordinary meeting of the Hongkong Land Investment and Agency Company, Limited, at their offices.

China Navigation Co.'s steamer *Nanchang*, leaves for Tientsin.



## Announcements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on WEDNESDAY, the Seventh day of March, at Noon, for the purpose of passing the following RESOLUTIONS:

1. That the Proposal of the Directors to call up the Unpaid Capital of the Company in ONE CALL, of \$5 per Share, PAYABLE on 1st July next, is approved.

And if such Resolution is passed, for the purpose of passing the following SPECIAL RESOLUTION:

2. That the Profits accrued to the Company from the issue of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$4,250,000, and which have been carried, and is now standing to the credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised, and be applied in part payment of the CALL of \$5 per Share on all the Shares in the Company, to be made by the Board.

Should the above Special Resolution be passed by the required majority, it will be submitted for confirmation at a subsequent Meeting to be called for the purpose in due course.

By Order of the Board,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 26th February, 1900. [133]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST, ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 9, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (Noon), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd instant to the 8th March, both days inclusive.

By Order,  
GEO. L. TOMLIN,  
Secretary.

Hongkong, 26th February, 1900. [171b]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 9, Praya Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock (Noon), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd instant to the 8th March, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 17th February, 1900. [121b]

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAUHEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [158]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.  
Branch Office:—

LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

Agencies:—  
Milki Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshinotani Coal Mines.  
Ohnoura Coal Mines.  
No. 1, Ohnoura Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshio Coal Mines.  
Yamano Coal Mines.  
Manoura Coal Mines.  
The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kaneaguchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Milki Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.  
MITSUI BUSSAN KAISHA,  
M. FUJISE,  
Manager.

Hongkong, 11th December, 1899. [133]

## For Sale.

FOR SALE.  
PARTIALLY DECKED CENTRE  
BOARD YACHT *GEISIA*. Length  
over all 70 ft. Water Line 17' 3". Beam 5'.  
All Lead Ballast. At present in cruising order.  
For Particulars, apply to  
"N."  
de This Office.  
Hongkong, 26th January, 1900. [116b]

## Insurance.

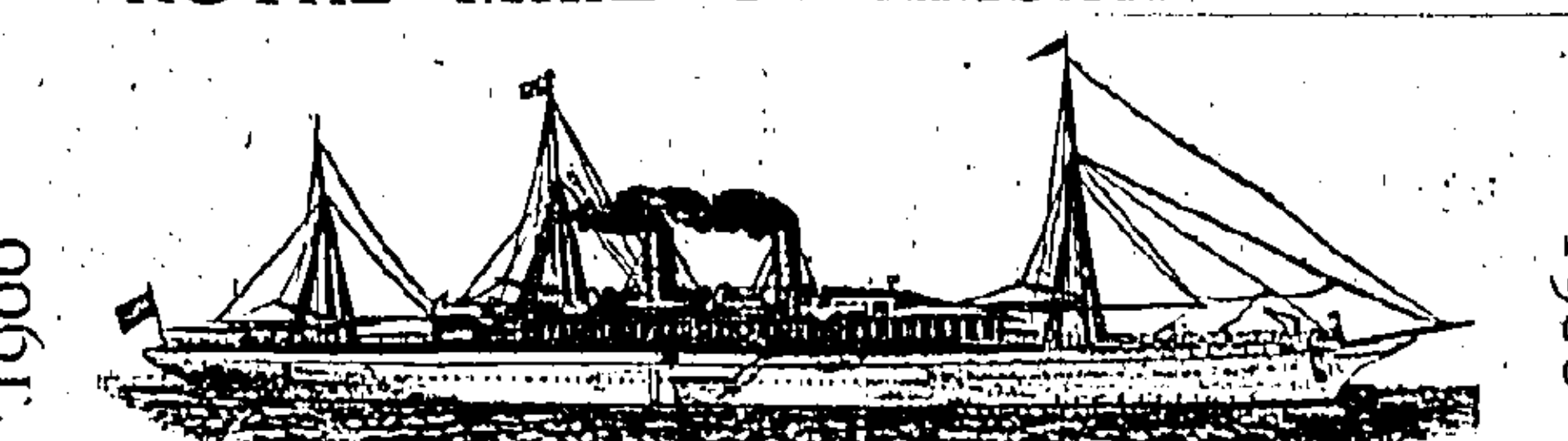
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 26th May, 1899. [130]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 14th March.  
EMPRESS OF CHINA... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 4th April.  
EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS AND MOUNTAIN-HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 14th February, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.  
Belgian King ... 3,379 ... Friday, Mar. 2  
Thyria ... 3,406 ... about Mar. 7  
Lady Lucy ... 3,406 ... about Mar. 31

THE Steamship  
"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 2nd March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
Hongkong, 28th February, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Goodwin ... 4,421 ... A. Jackson ... Mar. 15  
Olympia ... 2,837 ... J. Truebridge ... Mar. 31  
Glenloch ... 3,730 ... W. Frakes ... April 24

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire ... 2,874 ... W. A. Evans ... Mar. 5  
Columbia ... 2,976 ... T. H. Dobson ... April 7

THE attention of passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 24th February, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

THE Steamship  
"CLYDE"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd March, at Noon, taking Passengers and Cargo for the above Port.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 17th February, 1900. [15]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 10th Mar. ... at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 5th April, ... at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 1st May, ... at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 19th February, 1900. [6]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAUKEI MARU ... M. Nishimura	{ AMOY, SHANGHAI and KOBE ... }	TO-MORROW, 1st March, at Daylight.
MILKE MARU ... S. Kawamura	{ BOMBAY, VIA SINGAPORE and COLOMBO ... }	FRIDAY, 2nd March, at Noon.
KANAGAWA MARU ... J. Mackenzie	{ MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID ... }	FRIDAY, 9th March, at Daylight.
*KIOJUN MARU ... J. W. Ekstrand	{ VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA ... }	SATURDAY, 10th March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 24th February, 1900. [6]

NORDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINE.

(Freight Service.) (Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTURIA ... (Hildebrandt)	NEW YORK (via SUEZ CANAL)	About 18th March
*SAVOIA ... Jäger	HAYRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 22nd March
SANONIA ... Kreeh	HAYRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 31st March
HEIDELBERG ... Schider	HAYRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th April

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

27] [7]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 20th March, ... at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 14th April, ... at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 8th May, ... at Noon.

THE Steamship

"NIPPON-MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 23rd February, 1900. [7]

## Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON, 1900.

## NOTICE.

THE Undersigned Vessels will sail from CHINA DIRECT FOR

MARSEILLES, PLYMOUTH, AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.	Tons	Shal.	H'kong.	S'port.
Parranatta	4886	Mar. 27	Mar. 31	April 6
Masilla	5026	April 10	April 14	April 20

For Freight or Passage, apply to  
H. A. RITCHIE,  
Superintendent, Hongkong,  
4th December, 1899. [23]

## Consignees.

PAOITIO MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,  
Agent.

Hongkong, 22nd February, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "STUTTGART"

of the NORDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st March, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 1st March, and MONDAY, the 5th March, at 9.30 A.M.

All Claims must reach us before the 7th March, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.

Hongkong, 23rd February, 1900. [11]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the



## THE IMPERIAL YEOMANRY.

## WHAT THE COLT GUN CAN DO.

A demonstration of the Colt gun was given at Runnymede Ranges in order to show the Imperial Yeomanry and those units who are taking out the gun what its capabilities are. Firing commenced at five hundred yards with single shots, and all who wished to, were allowed to fire the gun. Subsequently range-finding without sighting and "hose-pipe" firing was shown, with great success, the accuracy of the weapon being very marked. Once having obtained the range, every shot can be placed almost in the same spot if required, there being no vibration or visible recoil.

The Dundonald galloping carriages were then brought out, the gun limbered up, and after galloping down the range, brought into action at an unknown range. The firing in this case, after the first two or three sighting shots, was exceedingly good, every shot telling. Then, after rapid fire, the gun was taken off the carriage at once, by one man, who carried it away on his shoulder, showing, however, quick the fire was or whatever number of rounds were expended, that the gun never got too hot to be handled.

The third trial was a novelty. A Dundonald carriage was galloped up in front of the target, unlimbered, and the horse taken away, when another gun opened fire on it at between five and six hundred yards. The result was that little or no damage was done to the carriage, though there were plenty of shots put on the shield and wheels—an eminently satisfactory demonstration.

All the yeomanry officers who were present as well as the experts were much pleased with the trial, which was certainly one of the best and most practical that the company have had. Four cases of jamming occurred owing to the operator not having seen that his cartridges were home in the belt before commencing to fire. But twenty seconds put the matter right, and the gun was in action again. The simplicity of the construction can be gathered from the fact that the whole weapon can be stripped and the parts reassembled in one minute and twenty-nine seconds, which was done.

With regard to the harnessing of the Dundonald carriage, it was suggested by an artillery officer that the horse should be supposed to be shot and that a fresh horse should be put in its place to take the gun out of action. This was done without any previous practice or drill in under two minutes, and could be done in half the time with practice. There are two or three important improvements being made in the carriage, and a service cart which when completed will make it nearly perfect.

The transport difficulty still continues and nobody seems to know when the units of the Imperial Yeomanry will start. A certain amount of dissatisfaction, too, has been caused by the wholesale rejection of candidates. Many of those that can shoot cannot ride, and vice versa. So there is grief.

It is rather a pity that the War Office did not in the first instance insist on a scaled pattern of saddle, for many squadrons had ordered hunting or quasi hunting saddles before the fact went forth that only cavalry saddles would be passed.—P. M. Gazette.

## OUR NAVY.

The capacity of the Modern Fleet of Great Britain to meet on more than equal terms the modern fleets of any possible combination of the other Powers appears to be incontestable. In auxiliary and subsidiary resources, in battleships and cruisers not of the first class in date, displacement or armament, in speed, economy, and capacity of construction at home in well equipped naval bases and protected coaling stations abroad, in the immense preponderance of our forces of destroyers, and in the overwhelming preponderance of our mercantile marine alike in swift steamers for scouts and in slower ships for transports, our superiority is in some respects unapproachable, in none seriously disputable. But it behoves us not to be too confident. Our comparisons have been of material only. But the strength of a fleet consists, now as ever, in the spirit and skill of its personnel, and in its fitness for modern war. It is not the gun that wins the victory, but the man behind the gun. We must take care that the man behind the gun is the best that we can make him, and that the gun before him is the best that we can give him. Have we any ground for misgiving in either respect? Well, the discussion that has lately taken place in our columns proves, at any rate, that naval opinion is by no means unanimous as to the best training to be giving to the modern seaman; and the fact that the whole of our effective armoured cruisers are yet afloat are largely armed with semi-obsolete guns seems to speak for itself. Nevertheless, it behoves us now more than ever to be quite clear that the training we give to the modern seaman is the best that human wisdom and experience can devise, and that when he gets behind the gun it is the best that modern science can invent. Either the ships armed with antiquated and outclassed guns ought to be re-armed at once, or we must write them down as largely depreciated in fighting value and spend more money in building ships to replace them as soon as may be.—Times.

## WHY PAPER ROTS

Modern paper has a bad reputation. There is a general belief that it is of poor quality and flimsy texture compared with that made half a century ago. Most of our paper is now manufactured from wood-pulp, and is said to be now in making expensive writing paper only a fact due to the enormous activity in the production of printed matter. To furnish paper for our hundreds of thousands of popular novels and our Sunday newspapers, the world's supply of rags would go but a little way; our modern paper-mills chew up whole forests into pulp, and still the cry is "more!" Yet there are some precautions that should and can be taken by paper-manufacturers. These are indicated in a note on "The Deterioration of Paper," in *The Nature of Paper*, December 16, which we translate follows:

"Although we are able nowadays to make paper that is as strong and as durable as the cheap, it must be confessed that these papers of cellulose, wood-pulp, etc., have the serious fault that they deteriorate with extraordinary rapidity. A London publisher believes that books printed to-day will be no longer legible thirty or forty years hence; while the papers of the Middle Ages are still in a perfect state of preservation. Since 1885 the German Imperial Bureau for the testing of materials has been investigating the causes of this rapid deterioration, and the remedies that may be applied. The British Society for the Encouragement of the Arts, Industry, and Commerce has also a committee to investigate the subject, and it has just published a detailed report. It has examined only papers made in the usual manner and subjected to ordinary conditions of use, and it has classified the observed deteriorations in two categories—disintegration and alteration of colour.

"As to the first, it is met with in all papers, as well as in the waste of rags as in those that contain a high percentage of wood-pulp. The deterioration is due partly to a chemical transformation in the fibres themselves, and partly to the action of illuminating gas in the libraries where the books are kept. In all cases, the chemical transformations tend toward breaking up the structure of the paper. In paper made of rags, these transformations come from the existence of acid substances, either present in the paper, the time of manufacture, or resulting from later reactions, or coming from the products of combustion of gas. In pulp paper there is oxidation, with a basic or alkaline reaction."

The English committee came to some practical conclusions, of interest chiefly to the library should contain not more than two per cent. of resin in the dry state; that paper ought to be finished up with some normal excess of alum, which gives them a slight acid reaction; that paper should contain a minimum of chlorides; and that, in a general way, a paper designed to last as long as possible should contain at least 50 per cent. of fibres—cotton, hemp, or linen.—Translation made for *The Literary Digest*.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Angier, A. G.  
Ah Fong, Miss  
Amoy, Fanny  
Alesandri, M.  
Armstrong, A.  
All, Miss  
Armstrong, A.  
Arab, N. M.  
Aggie, A. B.  
Anles, Dr. V.  
Armar, J.  
Ayres, Albert, Hope S. S. Co.  
Amble, Andrado  
Ahes, A. Madam E.  
Baronah, Z. S.  
Bennet, J.  
Bennet, Mr.  
Blake, R. E.  
Baring, T.  
Baniago, E. M.  
Bibby, Angus  
Ballard, Anna  
Brennes, C.  
Burnett, L. C.  
Bussell, G.  
Buckley, Bloom, Rosa  
Bowles, G. E.  
Barker, A. M.  
Bass, J. E.  
Bramm, Belys, M.  
Bourdoin, Bandford  
Bridge, G. E.  
Bodomey, Breith, H.  
Brooks, W.  
Bery, H. A.  
Buck, Mrs. Mountie  
Bunfield, L.  
Bnoyonski, Bohn, Thubas  
Brusching, M.  
Brangle, P. P.  
Blefo, W. & Co.  
Bargos, F.  
Blatter, G. J.  
Biale, Mons.  
Baker, Col. W. H.  
Brid, L. M.  
Bardey, J.  
Barral, T.  
Baldane, B.  
Bogdan, J. H.  
Pantuch, J.  
Parker, Mrs. A.  
Putman, J. K.  
Plot, R.  
Puthi, R. P.  
Fracti, J.  
Peoples, Rev. S. C.  
Pecine, R. L.  
Price, C. G.  
Prym, F. J.  
Pulmer, W.  
Packarse, K.  
Parker, A. L.  
Papadimos, Pack, Miss M.  
Perrine, Rev. S. A.  
Paderni, R.  
Chenillon, G.  
Cohen, R. L.  
Cheung Kong, Calder, V.  
Clark, A. G.  
Carmen, D. M.  
Ducat, Capt. C. M.  
Deles, Mrs. L.  
David, M. W.  
Deladonessa, Dauncy, C.  
Deau, W. A.  
Daiton, C.  
Dirke, R.  
Davies, Capt. F.  
Devansy, M.  
Doak, M.  
Oshier, H. H.  
Denny, Bros.  
Deydale, Miss  
David, E. C.  
Dhuapatell, B. B.  
Daylight, J. M. V.  
Elias, A.  
Edwards, L.  
Eskert, Miss B.  
Eshon Khan  
Eyre, Capt. C. S.  
Edwards, M.  
Feyrant, Mons.  
Forster, R. C. H.  
Franklin, C. B. F.  
Fruborfer, H.  
Fucius, S.  
Fou Chan Fau  
Fuevito, G. A. G.  
Fong Hall  
Fong, Miss C.  
Foster, M. R.  
Frank, G.  
Goldfish, S.  
Galgoery, Josephine  
Glover, Mr.  
Guents, G.  
Galy, G.  
Gibby, Mr. and Mrs.  
Gibbons, Mr. and Mrs.  
Grin, Mrs. S.  
Green, Robert  
Gang, E. M.  
Giguard, M. T.  
Gawins, C.  
Gruberg, H.  
Gronpe, E.  
Heseth, S. B.  
Hardouin, C.  
Hough, C. C.  
Houlak, L.  
Hamilton, Miss E.

Hoony, C.  
Hoffman, G. M.  
Hutchison, G. W.  
Hall, J. Andrew.  
Hallett, H.  
Hope, F. C.  
Hoe, A. C.  
Hill, Rev. J. R.  
Hall, W.  
Helm, Capt. C.  
Holt, G. C.  
Humphrey, W.  
Hooper, A. F.  
Hally, Wm. D.  
Hendriessen, Hamilton, Mrs.  
Hosenblosen, F.  
Hunter, Miss L. M.  
Hume, Ingram, Miss C. G.  
Iea Ah Yans  
Johnson, G. C.  
Japan Importing and Exporting Co.  
Johnston, W. A. J.  
Jones, Dr. R. F.  
Jackson, Miss  
Jini, Messrs.  
Johnson, Rev. H. G.  
Japson, S. R.  
Jones, W. T.  
Jonston, Capt.  
Jaun, P. A.  
Jackson, Ensign  
Kantrow  
Kember, D. F.  
Knight, W.  
Kuy, W.  
Kirkland, Miss  
King, K.

## List of Registered Covers in Porto Restante.

Asa Singh  
Anon, F. F. F. F. F. F.  
Andrews, Mrs.  
Armstrong, A.  
Bado, G.  
Bannon, Miss  
Bodemeyer, H. H. (2)  
Burgos & Co.  
Brasche  
Blake, J.  
Baker, J.  
Boota Singh  
Bata (Sepey)  
Beatty, Mrs. N.  
Bennet, J.  
Cassares, Dr. F.  
Cox, Mrs.  
Cunadich, P.  
Ciriacos, Stephanos  
Collins, J.  
Ekman, Miss Ida  
Elias, A. (2)  
Ehrman, Memnon  
Eaton, E.  
E. Soun-chong. (2)  
Fogge, Miss E.  
Forsyth, G. S.  
Fleming, A. F. y  
Fulford, S. (2)  
Galgards, J.  
Groned Singh.  
Grand Hotel.  
Gordon, C. B. (2)  
Hamman Singh  
Hooper, G. H. (4)  
Hawcock, W. St. J.  
Harper, C.  
Hamilton, E.  
Hartog, H.  
Hassler, F. P.  
Israel, E.  
Itall Din  
Indian Address  
Isah, Sarah Abraham  
Jackson, Serg. C.  
Jackson, T. P.  
Japanese Address  
Kohn, Siegfried  
Kala Singh  
Louis, C. A.  
Lewis, Mrs. A. E. (2)  
Manning, Robt.  
Machado, A. E.  
Mayer, A.  
Madar, O. M. (3)  
S. S. Eolus ..... G. Larson.  
S. S. Eolus ..... T. Williams.  
S. S. Eolus ..... Capt. Kirkwood, (2)  
S. S. Chienking ..... Capt. J. Vaughan.  
S. S. Calcutta ..... J. Williams.  
S. S. Clyde ..... Hamilton Northco.  
S. S. Calcutta ..... A. Hoar.  
S. S. Diana ..... J. Fleming (Baker). (2)  
S. S. Empress of India Rev. W. K. McKibben.  
S. S. Heping ..... R. Macfarlane, (passenger).  
S. S. Kwaiyang ..... Capt. Outerbridge.  
S. S. Lookok ..... G. Menzies.  
S. S. Machew ..... Mrs. F. P. Shaw.  
S. S. Vorne ..... N. A. Shaw.  
S. S. Oceana ..... W. L. Pattenden.  
S. S. Patroch ..... D. Pritchard.  
S. S. Phranang ..... Chief Engineer.  
S. S. Sigan ..... J. Scott.  
S. S. Sarpedon ..... J. Harris.  
Man of War Suma .....  
S. S. Tamsui ..... P. Williams.  
S. S. Tatchow ..... D. A. Allan.

## List of Registered Covers for Merchant Ships.

S. S. Eolus ..... G. Larson.  
S. S. Eolus ..... T. Williams.  
S. S. Eolus ..... Capt. Kirkwood, (2)  
S. S. Chienking ..... Capt. J. Vaughan.  
S. S. Calcutta ..... J. Williams.  
S. S. Clyde ..... Hamilton Northco.  
S. S. Calcutta ..... A. Hoar.  
S. S. Diana ..... J. Fleming (Baker). (2)  
S. S. Empress of India Rev. W. K. McKibben.  
S. S. Heping ..... R. Macfarlane, (passenger).  
S. S. Kwaiyang ..... Capt. Outerbridge.  
S. S. Lookok ..... G. Menzies.  
S. S. Machew ..... Mrs. F. P. Shaw.  
S. S. Vorne ..... N. A. Shaw.  
S. S. Oceana ..... W. L. Pattenden.  
S. S. Patroch ..... D. Pritchard.  
S. S. Phranang ..... Chief Engineer.  
S. S. Sigan ..... J. Scott.  
S. S. Sarpedon ..... J. Harris.  
Man of War Suma .....  
S. S. Tamsui ..... P. Williams.  
S. S. Tatchow ..... D. A. Allan.

## Intimations.

A CURE FOR ASTHMA!!!  
GRIMAULT'S  
INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectorations, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Italy all Chemists.

GRIMAULT'S  
Matico Capsules

## AND INJECTION

Renowned Physicians prescribe Grimaault's Matico as the most active and at the same time the most innocuous remedy in the treatment of chronic and chronic diseases. These capsules, unlike Capsula, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent cases.

GRIMAULT & CO., Paris, Italy all Chemists.

STENTING.  
SURGEON DENTIST,  
No. 10, D'AGULAR STREET.  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1898.

## Shipping.

## STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship  
"CATERINE-APCAR,"  
Captain J. G. Ollent, will be despatched for the above Ports, on FRIDAY, the 2nd March, at 4 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 24th February, 1900. [246b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"YUENSANG,"  
Captain P. H. Bello, will be despatched at above on FRIDAY, the 2nd March, at 4 P.M.  
This Steamer has Superior Accommodation for First Class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 24th February, 1900. [245b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"CHANGSHA,"  
Captain Moore, will be despatched on MONDAY, the 5th March, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
Y.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th February, 1900. [41b]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"SARPEDON,"  
Captain Grier, will be despatched on TUESDAY, the 6th March.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 26th January, 1900. [115b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SANDAKAN (DIRECT).  
THE Company's Steamship  
"MAUSANG,"  
Captain Kynoch, will be despatched at above on WEDNESDAY, the 7th March, at Noon.  
Cargo for KUDAT can be transhipped at SANDAKAN.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 27th February, 1900. [258b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR KOBE.  
THE Company's Steamship  
"CHINGTU,"  
Captain Williams, will be despatched at above on TUESDAY, the 6th March.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 26th February, 1900. [218b]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.  
THE Company's Steamship  
"NANCHANG,"  
Captain Finlayson, will be despatched at above on WEDNESDAY, the 7th March.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th February, 1900. [222b]

OCEAN STEAMSHIP COMPANY.  
FOR LIVERPOOL (DIRECT).  
Taking Cargo at London Rates.  
THE Company's Steamship  
"NESTOR,"  
Captain Asquith, will be despatched on WEDNESDAY, the 7th March.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th February, 1900. [181b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON.  
THE Company's Steamship  
"TEENKAI,"  
D. Davies, Commander, will be despatched at above on WEDNESDAY, the 14th March.  
For Freight, etc., apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 2nd February, 1900. [138b]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"CALCHAS,"  
Captain Gregory, will be despatched at above on TUESDAY, the 20th March.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th February, 1900. [182b]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"ORESTES,"  
Captain Peters, will be despatched on MONDAY, the 26th March.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th Feb. 19, 1900. [248b]

"ST. REGULUS"  
will be despatched for the above Port.  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 12th February, 1900. [132b]

## Shipping.

## STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's New Steamship  
"DIAMANTE,"  
Captain Blandford, will be despatched for the above Port, on SATURDAY, the 3rd March, at Noon.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 24th February, 1900. [254b]

FOR RANGOON.  
(Taking Cargo at through Rates to Moulmein, Arracan Ports, CORMANDEL and MALABAR PORTS.)  
THE British India S. N. Co.'s Steamship  
"COMORTA,"  
Captain T. A. Collins, will be despatched at above on SATURDAY, the 3rd March, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 7th February, 1900. [163b]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"MAIDZURU MARU,"  
Captain O. Ogata, will be despatched for the above ports, on SUNDAY, the 4th March, at Daylight.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 26th February, 1900. [45]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AUSTRALIAN,"  
Captain Helms, will be despatched at above on THURSDAY, the 15th March, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric-light.  
A Stewardess and a duly qualified Surgeon are carried.  
Y.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 26th February, 1900. [252b]

## Intimations.

WORTH A GUINEA A BOX.  
**BEECHAM'S PILLS**

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.  
50 CENTS PER BOX.  
Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS FOR HONGKONG and the  
EMPIRE OF CHINA—  
WATKINS & CO.,  
APOTHECARIES' HALL, 65, Queen's Road,  
Central, Hongkong. [41]

CARBOLEUM AVERNARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.  
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.  
Sole Agents for China,  
LUTGENS, EINSTAMANN & Co.,  
Hongkong, 11th September, 1896. [13]

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 53 & 54, Queen's Road Central. [41]

NOTICE.  
NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.  
Hongkong, 18th August, 1899. [104b]

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWEL  
LERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLEMENS, HUMBER and GLADIATOR CO., Ld.  
DUNLOP TYRES' BICYCLES—PRICE, \$160.  
A special reliable Watch made for this Climate.  
Quality 11.....\$3.60  
Quality 12.....\$4.12  
40, QUEEN'S ROAD,  
Watson's Building. [41]

NOTICE.  
THE OFFICES of the "HONGKONG  
TELEGRAPH" have this Day been  
removed to No. 50, QUEEN'S ROAD  
CENTRAL, Second Floor, (the premises  
formerly occupied by Messrs. POWELL & Co.)  
to which address all communications should  
be addressed.  
ETH. F. SKERTCHLY,  
Manager.  
Hongkong, 1st May, 1899.

## Intimations.

## JAPANESE CURIOS.

JUST RECEIVED.  
OIL PAINTED AND ENROBED  
SCREENS, LACQUERED  
BOXES,  
And Several kinds of  
PHOTOGRAPH FRAMES  
at  
MODERATE PRICES.  
D. NOMA,  
No. 12, Beaconsfield Arcade,  
Opposite the City Hall,  
Hongkong, 18th January, 1900. [41]

## THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

## HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

## EXCHANGE LINES, \$50 Per Annum.

## PRIVATE LINES, \$100 Per Annum.

## NO CHARGE FOR INSTALLATION.

## N.B.—A special charge is made for lines of more than average length.

## ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

## BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &amp;c., &amp;c.

## PRICE LISTS ON APPLICATION.

## ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

## Estimates given for all kinds of Electrical work.

## Trained Mechanicians sent to Out-Ports to fit up Installations if required.

## NOTE ADDRESS:—13, PRAYA CENTRAL.

## For full particulars &amp;c., &amp;c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [29]

## NOTICE.

## THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST DISINFECTANT.  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 9th March, 1897. [37]

## THE NEW FRENCH REMEDY.

**THERAPION.**  
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.  
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm, by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief, where other well-used remedies have been powerless.  
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THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 1/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.  
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16]



